

I am, therefore, regrettably unable to support the Central American Free Trade Agreement for its failure to guarantee basic workplace protections for Central Americans and a level playing field for American workers.

It is interesting, Mr. Speaker, that given the problems that we have with CAFTA, given the questions that have been raised, that the majority is unwilling to give sufficient debate to develop the arguments. This is a critically important issue. NAFTA was an important issue. It was 8 hours of debate. This is one-quarter of that.

We are unable to fully develop the deficiencies in this bill with the 1 hour of debate that the minority will be given. Perhaps that is the point. Perhaps that is the objective. Perhaps the meaning of this rule is to shut us up, shut us out, and shut us down. That is a shame, that my colleagues do not have the confidence in their proposition that they put on this floor to give it a full airing, a full debate in the light of day.

Why do these issues always come up in the late of night? I do not understand that. Oppose this rule. Oppose this bill. It is not good for America. It is not good for the countries that have signed it.

Mr. DREIER. Mr. Speaker, I reserve the balance of my time.

Mr. MCGOVERN. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, fast track up-or-down voting procedures place a premium on consultation and accommodation during the conception and negotiation of trade agreements. But the DR-CAFTA negotiations turned its back on this process. Everyone who raised concerns about labor rights, environmental standards, or the vulnerability of key agricultural and manufacturing sectors was shut out. That is why this agreement has been so universally criticized throughout Central America and the United States.

Mr. Speaker, I am very familiar with Central America. I have deep attachments to the people, and I appreciate how far these countries have come since the wars there ended. I want their democracies to thrive. I want their lives and livelihoods to improve. And I think a good trade agreement could make a valuable contribution to these efforts. But this CAFTA is not that agreement, and this rule deprives Members of their democratic rights to speak on the floor of the House on this controversial issue.

It is shameful how the Republican leadership of this House continues to use the Committee on Rules as a weapon to undermine the deliberative process. It is disrespectful to American workers that the Republican leadership is shortchanging this debate. It is a disgrace. But, sadly, that has become the norm around here. I urge all my colleagues to vote down this rule and vote down this CAFTA bill.

Mr. Speaker, I yield back the balance of my time.

Mr. DREIER. Mr. Speaker, I yield 1 minute to the gentleman from Morris,

Illinois (Mr. WELLER), a hard-working member of the Committee on Ways and Means.

Mr. WELLER. Mr. Speaker, I thank the gentleman for yielding me this time, and I rise in support of the rule as well as in support of the Dominican Republic-Central American Free Trade Agreement.

Let me ask a very simple question. Next door to you is a neighbor, and you are charged by your neighbor to enter his back yard. But then when he comes over to visit your back yard, he can come in free. That is really what this trade agreement is all about.

Right now, 80 percent of all manufactured goods made in the Dominican Republic-Central America come in duty free into Illinois, into my State in the United States, and 99 percent of all farm products from the DR and Central America come into Illinois and the United States duty free.

Now, is there reciprocity under the current status quo? No. Illinois corn faces a 20 percent tariff, Illinois soybeans a 30 percent tariff, Illinois pork a 40 percent tariff. Under DR-CAFTA, those tariffs are either eliminated immediately or phased out very quickly.

We make yellow bulldozers. Caterpillar is the biggest manufacturer in the State of Illinois and the biggest employer in my district. Those yellow bulldozers made in Joliet face a 14 to 20 percent tariff under the status quo. Under DR-CAFTA it is eliminated immediately.

Vote "yes" for DR-CAFTA. It is good for Illinois workers and good for Illinois farmers.

Mr. DREIER. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, back on November 6 of 1979, Ronald Reagan announced his candidacy for President of the United States; and in that announcement, he envisaged a free trade accord of all the Americas, where we could have the free flow of goods and services and capital and ideas.

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This is a very important part of that vision which has not only been supported by Republicans, but President Clinton was a strong supporter of that notion, the free trade area of the Americas; back in 1993, by a 392-18 vote, passed the Caribbean Basin Initiative. Why, so rather than sending aid, we would open up the U.S. market to these struggling countries in the Caribbean.

We now have an opportunity to respond to the fact that we have provided unlimited access to our consumer market by these countries.

Mr. Speaker, it is true, the gentleman from Florida (Mr. SHAW) and I have been here for a quarter century, the gentleman from Indiana (Mr. BURTON) a little less than that. I have never witnessed greater politicization or a greater mischaracterization of a piece of legislation than I have this. For the last decade we have had 2 hours of debate on trade agreements

that we have dealt with. Yes, the statute says up to 20 hours. The last time that happened was November 14, 1980. And once they started it, they pared it back.

We have been debating this issue for literally months. Special Orders and 1-minute speeches have taken place. It is time for us to vote. I believe we are going to have a great opportunity, a great opportunity, to enhance the standard of living for people in the United States and in this region. It is going to create an opportunity for us to better compete globally, and as we enhance the standard of living in Latin America, it will clearly help us with this very important problem that we have of border security and illegal immigration.

We have a win-win all of the way around. We have seen great benefits from trade. The much-maligned North American Free Trade Agreement has created a scenario whereby we have a third of a trillion dollars in trade between Mexico and the United States. Mexico's population now has a middle class that is larger than the entire Canadian population. Yes, there is poverty; yes, it needs to improve, but clearly the cause of freedom is an important one. The cause of stability in our region is a very, very important one.

I urge support of this rule. I urge support of the Dominican Republic-Central American Free Trade Agreement.

Mr. Speaker, I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered.

The SPEAKER pro tempore (Mr. BASS). The question is on the resolution.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. MCGOVERN. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this question will be postponed.

REMOVAL OF NAME OF MEMBER AS COSPONSOR OF H.R. 3304

Mr. GERLACH. Mr. Speaker, I ask unanimous consent to have my name removed as a cosponsor of H.R. 3304.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Pennsylvania?

There was no objection.

SURFACE TRANSPORTATION EXTENSION ACT OF 2005, PART V

Mr. YOUNG of Alaska. Mr. Speaker, I ask unanimous consent that the Committee on Transportation and Infrastructure, the Committee on Ways and Means, the Committee on Science, and the Committee on Resources be discharged from further consideration of the bill (H.R. 3453) to provide an extension of highway, highway safety, motor

carrier safety, transit, and other programs funded out of the Highway Trust Fund pending enactment of a law reauthorizing the Transportation Equity Act for the 21st Century, and ask for its immediate consideration in the House.

The Clerk read the title of the bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Alaska?

There was no objection.

The Clerk read the bill, as follows:

H.R. 3453

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Surface Transportation Extension Act of 2005, Part V”.

SEC. 2. ADVANCES.

(a) IN GENERAL.—Section 2(a)(1) of the Surface Transportation Extension Act of 2004, Part V (23 U.S.C. 104 note; 118 Stat. 1144; 119 Stat. 324; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking “and the Surface Transportation Extension Act of 2005, Part IV” and inserting “the Surface Transportation Extension Act of 2005, Part IV, and the Surface Transportation Extension Act of 2005, Part V”.

(b) PROGRAMMATIC DISTRIBUTIONS.—

(1) SPECIAL RULES FOR MINIMUM GUARANTEE.—Section 2(b)(4) of such Act (119 Stat. 324; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking “\$2,301,370,400” and inserting “\$2,324,000,000”.

(2) EXTENSION OF OFF-SYSTEM BRIDGE SET-ASIDE.—Section 144(g)(3) of title 23, United States Code, is amended by striking “July 27” and inserting “July 30”.

(c) AUTHORIZATION OF CONTRACT AUTHORITY.—Section 1101(l)(1) of the Transportation Equity Act for the 21st Century (118 Stat. 1145; 119 Stat. 324; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking “\$27,968,968,718 for the period of October 1, 2004, through July 27, 2005” and inserting “\$28,243,990,320 for the period of October 1, 2004, through July 30, 2005”.

(d) LIMITATION ON OBLIGATIONS.—Section 2(e) of the Surface Transportation Extension Act of 2004, Part V (118 Stat. 1146; 119 Stat. 324; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended—

(1) in paragraph (1)—

(A) by striking “July 27” and inserting “July 30”;

(B) by striking “and the Surface Transportation Extension Act of 2005, Part IV” and inserting “the Surface Transportation Extension Act of 2005, Part IV, and the Surface Transportation Extension Act of 2005, Part V”; and

(C) by striking “82.2 percent” and inserting “83 percent”; and

(2) in paragraph (2)—

(A) by striking “July 27, 2005, shall not exceed \$28,520,554,600” and inserting “July 30, 2005, shall not exceed \$28,801,000,000”; and

(B) by striking “\$525,205,602” and inserting “\$530,370,000”; and

(3) in paragraph (3) by striking “July 27” and inserting “July 30”.

SEC. 3. ADMINISTRATIVE EXPENSES.

Section 4(a) of the Surface Transportation Extension Act of 2004, Part V (118 Stat. 1147; 119 Stat. 325; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking “\$289,334,862” and inserting “\$292,179,920”.

SEC. 4. OTHER FEDERAL-AID HIGHWAY PROGRAMS.

(a) AUTHORIZATION OF APPROPRIATIONS UNDER TITLE I OF TEA-21.—

(1) FEDERAL LANDS HIGHWAYS.—

(A) INDIAN RESERVATION ROADS.—Section 1101(a)(8)(A) of the Transportation Equity Act for the 21st Century (112 Stat. 112; 118 Stat. 1147; 119 Stat. 325; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended—

(i) in the first sentence by striking “\$226,027,450 for the period of October 1, 2004, through July 27, 2005” and inserting “\$228,250,000 for the period of October 1, 2004, through July 30, 2005”; and

(ii) in the second sentence by striking “\$10,684,934” and inserting “\$10,790,000”.

(B) PUBLIC LANDS HIGHWAYS.—Section 1101(a)(8)(B) of such Act (112 Stat. 112; 118 Stat. 1148; 119 Stat. 325; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking “\$202,191,828 for the period of October 1, 2004, through July 27, 2005” and inserting “\$204,180,000 for the period of October 1, 2004, through July 30, 2005”.

(C) PARK ROADS AND PARKWAYS.—Section 1101(a)(8)(C) of such Act (112 Stat. 112; 118 Stat. 1148; 119 Stat. 325; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking “\$135,616,470 for the period of October 1, 2004, through July 27, 2005” and inserting “\$136,950,000 for the period of October 1, 2004, through July 30, 2005”.

(D) REFUGES ROADS.—Section 1101(a)(8)(D) of such Act (112 Stat. 112; 118 Stat. 1148; 119 Stat. 326; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking “\$16,438,360 for the period of October 1, 2004, through July 27, 2005” and inserting “\$16,600,000 for the period of October 1, 2004, through July 30, 2005”.

(2) NATIONAL CORRIDOR PLANNING AND DEVELOPMENT AND COORDINATED BORDER INFRASTRUCTURE PROGRAMS.—Section 1101(a)(9) of such Act (112 Stat. 112; 118 Stat. 1148; 119 Stat. 326; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking “\$115,068,520 for the period of October 1, 2004, through July 27, 2005” and inserting “\$116,200,000 for the period of October 1, 2004, through July 30, 2005”.

(3) CONSTRUCTION OF FERRY BOATS AND FERRY TERMINAL FACILITIES.—

(A) IN GENERAL.—Section 1101(a)(10) of such Act (112 Stat. 113; 118 Stat. 1148; 119 Stat. 326; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking “\$31,232,884 for the period of October 1, 2004, through July 27, 2005” and inserting “\$31,540,000 for the period of October 1, 2004, through July 30, 2005”.

(B) SET ASIDE FOR ALASKA, NEW JERSEY, AND WASHINGTON.—Section 5(a)(3)(B) of the Surface Transportation Extension Act of 2004, Part V (118 Stat. 1148; 119 Stat. 326; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended—

(i) in clause (i) by striking “\$8,219,180” and inserting “\$8,300,000”;

(ii) in clause (ii) by striking “\$4,109,590” and inserting “\$4,150,000”; and

(iii) in clause (iii) by striking “\$4,109,590” and inserting “\$4,150,000”.

(4) NATIONAL SCENIC BYWAYS PROGRAM.—Section 1101(a)(11) of the Transportation Equity Act for the 21st Century (112 Stat. 113; 118 Stat. 1148; 119 Stat. 326; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking “\$21,780,827 for the period of October 1, 2004, through July 27, 2005” and inserting “\$21,995,000 for the period of October 1, 2004, through July 30, 2005”.

(5) VALUE PRICING PILOT PROGRAM.—Section 1101(a)(12) of such Act (112 Stat. 113; 118 Stat. 1148; 119 Stat. 326; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking “\$9,041,098 for the period of October 1, 2004, through July 27, 2005” and inserting “\$9,130,000 for the period of October 1, 2004, through July 30, 2005”.

(6) HIGHWAY USE TAX EVASION PROJECTS.—Section 1101(a)(14) of such Act (112 Stat. 113; 118 Stat. 1148; 119 Stat. 326; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking “\$4,109,590 for the period of October 1,

2004, through July 27, 2005” and inserting “\$4,150,000 for the period of October 1, 2004, through July 30, 2005”.

(7) COMMONWEALTH OF PUERTO RICO HIGHWAY PROGRAM.—Section 1101(a)(15) of the Transportation Equity Act for the 21st Century (112 Stat. 113; 118 Stat. 1149; 119 Stat. 326; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking “\$90,410,980 for the period of October 1, 2004, through July 27, 2005” and inserting “\$91,300,000 for the period of October 1, 2004, through July 30, 2005”.

(8) SAFETY GRANTS.—Section 1212(i)(1)(D) of such Act (23 U.S.C. 402 note; 112 Stat. 196; 112 Stat. 840; 118 Stat. 1149; 119 Stat. 326; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking “\$410,959 for the period of October 1, 2004, through July 27, 2005” and inserting “\$415,000 for the period of October 1, 2004, through July 30, 2005”.

(9) TRANSPORTATION AND COMMUNITY AND SYSTEM PRESERVATION PILOT PROGRAM.—Section 1221(e)(1) of such Act (23 U.S.C. 101 note; 112 Stat. 223; 118 Stat. 1149; 119 Stat. 327; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking “\$20,547,950 for the period of October 1, 2004, through July 27, 2005” and inserting “\$20,750,000 for the period of October 1, 2004, through July 30, 2005”.

(10) TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION.—Section 188 of title 23, United States Code, is amended—

(A) in subsection (a)(1) by striking subparagraph (G) and inserting the following:

“(G) \$107,900,000 for the period of October 1, 2004, through July 30, 2005.”;

(B) in subsection (a)(2) by striking “\$1,643,836 for the period of October 1, 2004, through July 27, 2005” and inserting “\$1,660,000 for the period of October 1, 2004, through July 30, 2005”; and

(C) in the item relating to fiscal year 2005 in table contained in subsection (c) by striking “\$2,136,986,800” and inserting “\$2,158,000,000”.

(11) NATIONAL SCENIC BYWAYS CLEARINGHOUSE.—Section 1215(b)(3) of the Transportation Equity Act for the 21st Century (112 Stat. 210; 118 Stat. 1149; 119 Stat. 327; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended—

(A) by striking “\$1,232,877” and inserting “\$1,245,000”; and

(B) by striking “July 27” and inserting “July 30”.

(b) AUTHORIZATION OF APPROPRIATIONS UNDER TITLE V OF TEA-21.—

(1) SURFACE TRANSPORTATION RESEARCH.—Section 5001(a)(1) of the Transportation Equity Act for the 21st Century (112 Stat. 419; 118 Stat. 1149; 119 Stat. 327; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking “\$84,657,554 for the period of October 1, 2004, through July 27, 2005” and inserting “\$85,490,000 for the period of October 1, 2004, through July 30, 2005”.

(2) TECHNOLOGY DEPLOYMENT PROGRAM.—Section 5001(a)(2) of such Act (112 Stat. 419; 118 Stat. 1149; 119 Stat. 327; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking “\$41,095,900 for the period of October 1, 2004, through July 27, 2005” and inserting “\$41,500,000 for the period of October 1, 2004, through July 30, 2005”.

(3) TRAINING AND EDUCATION.—Section 5001(a)(3) of such Act (112 Stat. 420; 118 Stat. 1150; 119 Stat. 327; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking “\$16,438,360 for the period of October 1, 2004, through July 27, 2005” and inserting “\$16,600,000 for the period of October 1, 2004, through July 30, 2005”.

(4) BUREAU OF TRANSPORTATION STATISTICS.—Section 5001(a)(4) of such Act (112 Stat. 420; 118 Stat. 1150; 119 Stat. 327; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking “\$25,479,458 for the period of October 1, 2004, through July 27, 2005”

and inserting "\$25,730,000 for the period of October 1, 2004, through July 30, 2005".

(5) ITS STANDARDS, RESEARCH, OPERATIONAL TESTS, AND DEVELOPMENT.—Section 5001(a)(5) of such Act (112 Stat. 420; 118 Stat. 1150; 119 Stat. 327; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking "\$90,410,980 for the period of October 1, 2004, through July 27, 2005" and inserting "\$91,300,000 for the period of October 1, 2004, through July 30, 2005".

(6) ITS DEPLOYMENT.—Section 5001(a)(6) of such Act (112 Stat. 420; 118 Stat. 1150; 119 Stat. 327; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking "\$100,273,996 for the period of October 1, 2004, through July 27, 2005" and inserting "\$101,260,000 for the period of October 1, 2004, through July 30, 2005".

(7) UNIVERSITY TRANSPORTATION RESEARCH.—Section 5001(a)(7) of such Act (112 Stat. 420; 118 Stat. 1150; 119 Stat. 328; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking "\$21,780,827 for the period of October 1, 2004, through July 27, 2005" and inserting "\$21,995,000 for the period of October 1, 2004, through July 30, 2005".

(c) METROPOLITAN PLANNING.—Section 5(c)(1) of the Surface Transportation Extension Act of 2004, Part V (118 Stat. 1150; 119 Stat. 328; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking "\$178,767,165 for the period of October 1, 2004, through July 27, 2005" and inserting "\$180,525,000 for the period of October 1, 2004, through July 30, 2005".

(d) TERRITORIES.—Section 1101(d)(1) of the Transportation Equity Act for the 21st Century (112 Stat. 111; 118 Stat. 1150; 119 Stat. 328; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking "\$29,917,815 for the period of October 1, 2004, through July 27, 2005" and inserting "\$30,212,000 for the period of October 1, 2004, through July 30, 2005".

(e) ALASKA HIGHWAY.—Section 1101(e)(1) of such Act (118 Stat. 1150; 119 Stat. 328; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking "\$15,452,058 for the period of October 1, 2004, through July 27, 2005" and inserting "\$15,604,000 for the period of October 1, 2004, through July 30, 2005".

(f) OPERATION LIFESAVER.—Section 1101(f)(1) of such Act (118 Stat. 1151; 119 Stat. 328; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking "\$410,959 for the period of October 1, 2004, through July 27, 2005" and inserting "\$415,000 for the period of October 1, 2004, through July 30, 2005".

(g) BRIDGE DISCRETIONARY.—Section 1101(g)(1) of such Act (118 Stat. 1151; 119 Stat. 328; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended—

(1) by striking "\$82,191,800" and inserting "\$83,000,000"; and

(2) by striking "July 27" and inserting "July 30".

(h) INTERSTATE MAINTENANCE.—Section 1101(h)(1) of such Act (118 Stat. 1151; 119 Stat. 328; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended—

(1) by striking "\$82,191,800" and inserting "\$83,000,000"; and

(2) by striking "July 27" and inserting "July 30".

(i) RECREATIONAL TRAILS ADMINISTRATIVE COSTS.—Section 1101(i)(1) of such Act (118 Stat. 1151; 119 Stat. 328; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking "\$616,439 for the period of October 1, 2004, through July 27, 2005" and inserting "\$622,500 for the period of October 1, 2004, through July 30, 2005".

(j) RAILWAY-HIGHWAY CROSSING HAZARD ELIMINATION IN HIGH SPEED RAIL CORRIDORS.—Section 1101(j)(1) of such Act (118 Stat. 1151; 119 Stat. 328; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended—

(1) by striking "\$4,315,069" and inserting "\$4,357,500";

(2) by striking "\$205,480" and inserting "\$207,500"; and

(3) by striking "July 27" each place it appears and inserting "July 30".

(k) NONDISCRIMINATION.—Section 1101(k) of such Act (118 Stat. 1151; 119 Stat. 328; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended—

(1) in paragraph (1) by striking "\$8,219,180 for the period of October 1, 2004, through July 27, 2005" and inserting "\$8,300,000 for the period of October 1, 2004, through July 30, 2005"; and

(2) in paragraph (2) by striking "\$8,219,180 for the period of October 1, 2004, through July 27, 2005" and inserting "\$8,300,000 for the period of October 1, 2004, through July 30, 2005".

(l) ADMINISTRATION OF FUNDS.—Section 5(l) of the Surface Transportation Extension Act of 2004, Part V (118 Stat. 1151; 119 Stat. 329; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended—

(1) by striking "and section 4 of the Surface Transportation Extension Act of 2005, Part IV" and inserting "section 4 of the Surface Transportation Extension Act of 2005, Part IV, and section 4 of the Surface Transportation Extension Act of 2005, Part V"; and

(2) by striking "and section 4(a) of the Surface Transportation Extension Act of 2005, Part IV" and inserting "section 4(a) of the Surface Transportation Extension Act of 2005, Part IV, and section 4(a) of the Surface Transportation Extension Act of 2005, Part V".

(m) REDUCTION OF ALLOCATED PROGRAMS.—Section 5(m) of such Act (118 Stat. 1151; 119 Stat. 329; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended—

(1) by striking "and section 4 of Surface Transportation Extension Act of 2005, Part IV" and inserting "section 4 of the Surface Transportation Extension Act of 2005, Part IV, and section 4 of the Surface Transportation Extension Act of 2005, Part V";

(2) by striking "and section 4 of the Surface Transportation Extension Act, Part IV" the first place it appears and inserting "section 4 of the Surface Transportation Extension Act of 2005, Part IV, and section 4 of the Surface Transportation Extension Act of 2005, Part V"; and

(3) by striking "and section 4 of the Surface Transportation Extension Act, Part IV" the second place it appears and inserting "section 4 of the Surface Transportation Extension Act of 2005, Part IV, and section 4 of the Surface Transportation Extension Act of 2005, Part V".

(n) PROGRAM CATEGORY RECONCILIATION.—Section 5(n) of such Act (118 Stat. 1151; 119 Stat. 329; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking "and section 4 of the Surface Transportation Extension Act, Part IV" and inserting "section 4 of the Surface Transportation Extension Act of 2005, Part IV, and section 4 of the Surface Transportation Extension Act of 2005, Part V".

SEC. 5. EXTENSION OF HIGHWAY SAFETY PROGRAMS.

(a) CHAPTER 1 HIGHWAY SAFETY PROGRAMS.—

(1) SEAT BELT SAFETY INCENTIVE GRANTS.—Section 157(g)(1) of title 23, United States Code, is amended by striking "\$92,054,794 for the period of October 1, 2004, through July 27, 2005" and inserting "\$92,975,342 for the period of October 1, 2004, through July 30, 2005".

(2) PREVENTION OF INTOXICATED DRIVER INCENTIVE GRANTS.—Section 163(e)(1) of such title is amended by striking "\$90,410,958 for the period of October 1, 2004, through July 27, 2005" and inserting "\$91,315,068 for the period of October 1, 2004, through July 30, 2005".

(b) CHAPTER 4 HIGHWAY SAFETY PROGRAMS.—Section 2009(a)(1) of the Transportation Equity Act for the 21st Century (112

Stat. 337; 118 Stat. 1152; 119 Stat. 329; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking "\$135,616,438 for the period of October 1, 2004, through July 27, 2005" and inserting "\$136,972,603 for the period of October 1, 2004, through July 30, 2005".

(c) HIGHWAY SAFETY RESEARCH AND DEVELOPMENT.—Section 2009(a)(2) of such Act (112 Stat. 337; 118 Stat. 1152; 119 Stat. 329; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking "\$59,178,082 for the period of October 1, 2004, through July 27, 2005" and inserting "\$59,769,863 for the period of October 1, 2004, through July 30, 2005".

(d) OCCUPANT PROTECTION INCENTIVE GRANTS.—Section 2009(a)(3) of such Act (112 Stat. 337; 118 Stat. 1152; 119 Stat. 329; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking "\$16,438,356 for the period of October 1, 2004, through July 27, 2005" and inserting "\$16,602,704 for the period of October 1, 2004, through July 30, 2005".

(e) ALCOHOL-IMPAIRED DRIVING COUNTERMEASURES INCENTIVE GRANTS.—Section 2009(a)(4) of such Act (112 Stat. 337; 118 Stat. 1153; 119 Stat. 329; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking "\$32,876,712 for the period of October 1, 2004, through July 27, 2005" and inserting "\$33,205,479 for the period of October 1, 2004, through July 30, 2005".

(f) NATIONAL DRIVER REGISTER.—

(1) FUNDING.—Section 2009(a)(6) of such Act (112 Stat. 338; 118 Stat. 1153; 119 Stat. 330; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking "\$2,958,904 for the period of October 1, 2004, through July 27, 2005" and inserting "\$2,988,493 for the period of October 1, 2004, through July 30, 2005".

(2) CONTRACT AUTHORITY.—Funds made available by the amendments made by paragraph (1) and by section 5(f) of the Surface Transportation Extension Act of 2005 (119 Stat. 330; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code.

SEC. 6. FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION PROGRAM.

(a) ADMINISTRATIVE EXPENSES.—Section 7(a)(1) of the Surface Transportation Extension Act of 2004, Part V (118 Stat. 1153; 119 Stat. 330; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking "\$211,682,467 for the period of October 1, 2004, through July 27, 2005" and inserting "\$213,799,290 for the period of October 1, 2004, through July 30, 2005".

(b) MOTOR CARRIER SAFETY ASSISTANCE PROGRAM.—Section 31104(a)(8) of title 49, United States Code, is amended to read as follows:

"(8) Not more than \$140,293,151 for the period of October 1, 2004, through July 30, 2005."

(c) INFORMATION SYSTEMS AND COMMERCIAL DRIVER'S LICENSE GRANTS.—

(1) AUTHORIZATION OF APPROPRIATION.—Section 31107(a)(6) of such title is amended to read as follows:

"(6) \$16,602,740 for the period of October 1, 2004, through July 30, 2005."

(2) EMERGENCY CDL GRANTS.—Section 7(c)(2) of the Surface Transportation Extension Act of 2004, Part V (118 Stat. 1153; 119 Stat. 330; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended—

(A) by striking "July 27" and inserting "July 30"; and

(B) by striking "\$821,918" and inserting "\$830,137".

(d) CRASH CAUSATION STUDY.—Section 7(d) of such Act (118 Stat. 1154; 119 Stat. 330; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended—

(1) by striking "\$821,918" and inserting "\$830,137"; and

(2) by striking “July 27” and inserting “July 30”.

SEC. 7. EXTENSION OF FEDERAL TRANSIT PROGRAMS.

(a) ALLOCATING AMOUNTS.—Section 5309(m) of title 49, United States Code, is amended—

(1) in the matter preceding subparagraph (A) of paragraph (1) by striking “July 27, 2005” and inserting “July 30, 2005”;

(2) in paragraph (2)(B)(iii)—

(A) in the heading by striking “JULY 27, 2005” and inserting “JULY 30, 2005”;

(B) by striking “\$8,547,000” and inserting “\$8,550,000”;

(C) by striking “July 27, 2005” and inserting “July 30, 2005”;

(3) in paragraph (3)(B)—

(A) by striking “\$2,465,754” and inserting “\$2,470,000”;

(B) by striking “July 27, 2005” and inserting “July 30, 2005”;

(4) in paragraph (3)(C)—

(A) by striking “\$41,095,900” and inserting “\$41,506,850”;

(B) by striking “July 27, 2005” and inserting “July 30, 2005”.

(b) FORMULA GRANTS AUTHORIZATIONS.—Section 5338(a) of title 49, United States Code, is amended—

(1) in the heading to paragraph (2) by striking “JULY 27, 2005” and inserting “JULY 30, 2005”;

(2) in paragraph (2)(A)(vii)—

(A) by striking “\$2,795,000,000” and inserting “\$2,796,817,658”;

(B) by striking “July 27, 2005” and inserting “July 30, 2005”;

(3) in paragraph (2)(B)(vii) by striking “July 27, 2005” and inserting “July 30, 2005”;

(4) in paragraph (2)(C) by striking “July 27, 2005” and inserting “July 30, 2005”.

(c) FORMULA GRANT FUNDS.—Section 8(d) of the Surface Transportation Extension Act of 2004, Part V (118 Stat. 1155; 119 Stat. 331; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended—

(1) in the heading by striking “JULY 27, 2005” and inserting “JULY 30, 2005”;

(2) in the matter preceding paragraph (1) by striking “July 27, 2005” and inserting “July 30, 2005”;

(3) in paragraph (1) by striking “\$3,986,261” and inserting “\$4,026,123”;

(4) in paragraph (2) by striking “\$41,095,900” and inserting “\$41,506,850”;

(5) in paragraph (3) by striking “\$79,100,000” and inserting “\$79,102,926”;

(6) in paragraph (4) by striking “\$210,000,000” and inserting “\$212,000,000”;

(7) in paragraph (5) by striking “\$5,712,330” and inserting “\$5,769,452”.

(d) CAPITAL PROGRAM AUTHORIZATIONS.—Section 5338(b)(2) of title 49, United States Code, is amended—

(1) in the heading by striking “JULY 27, 2005” and inserting “JULY 30, 2005”;

(2) in subparagraph (A)(vii)—

(A) by striking “\$2,309,000,366” and inserting “\$2,336,442,169”;

(B) by striking “July 27, 2005” and inserting “July 30, 2005”;

(3) in subparagraph (B)(vii) by striking “July 27, 2005” and inserting “July 30, 2005”.

(e) PLANNING AUTHORIZATIONS AND ALLOCATIONS.—Section 5338(c)(2) of title 49, United States Code, is amended—

(1) in the heading by striking “JULY 27, 2005” and inserting “JULY 30, 2005”;

(2) in subparagraph (A)(vii)—

(A) by striking “\$49,546,681” and inserting “\$50,146,668”;

(B) by striking “July 27, 2005” and inserting “July 30, 2005”;

(3) in subparagraph (B)(vii) by striking “July 27, 2005” and inserting “July 30, 2005”.

(f) RESEARCH AUTHORIZATIONS.—Section 5338(d)(2) of title 49, United States Code, is amended—

(1) in the heading by striking “JULY 27, 2005” and inserting “JULY 30, 2005”;

(2) in subparagraph (A)(vii)—

(A) by striking “\$39,554,804” and inserting “\$39,950,343”;

(B) by striking “July 27, 2005” and inserting “July 30, 2005”;

(3) in subparagraph (B)(vii) by striking “July 27, 2005” and inserting “July 30, 2005”;

(4) in subparagraph (C) by striking “July 27, 2005” and inserting “July 30, 2005”.

(g) ALLOCATION OF RESEARCH FUNDS.—Section 8(h) of the Surface Transportation Extension Act of 2004, Part V (118 Stat. 1156; 119 Stat. 332; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended—

(1) in the heading by striking “JULY 27, 2005” and inserting “JULY 30, 2005”;

(2) in the matter preceding paragraph (1) by striking “July 27, 2005” and inserting “July 30, 2005”;

(3) in paragraph (1) by striking “\$4,315,070” and inserting “\$4,358,219”;

(4) in paragraph (2) by striking “\$6,780,824” and inserting “\$6,848,630”;

(5) in paragraph (3)—

(A) by striking “\$3,287,672” and inserting “\$3,320,548”;

(B) by striking “\$821,918” and inserting “\$830,137”.

(h) UNIVERSITY TRANSPORTATION RESEARCH AUTHORIZATIONS.—Section 5338(e)(2) of title 49, United States Code, is amended—

(1) in the heading by striking “JULY 27, 2005” and inserting “JULY 30, 2005”;

(2) in subparagraph (A)—

(A) by striking “\$4,131,508” and inserting “\$4,180,822”;

(B) by striking “July 27, 2005” and inserting “July 30, 2005”;

(3) in subparagraph (B) by striking “July 27, 2005” and inserting “July 30, 2005”;

(4) in subparagraphs (C)(i) and (C)(iii) by striking “July 27, 2005” and inserting “July 30, 2005”.

(i) ALLOCATION OF UNIVERSITY TRANSPORTATION RESEARCH FUNDS.—

(1) IN GENERAL.—Section 8(j) of the Surface Transportation Extension Act of 2004, Part V (118 Stat. 1157; 119 Stat. 332; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended—

(A) in the matter preceding subparagraph (A) of paragraph (1) by striking “July 27, 2005” and inserting “July 30, 2005”;

(B) in paragraph (1)(A) by striking “\$1,643,836” and inserting “\$1,660,274”;

(C) in paragraph (1)(B) by striking “\$1,643,836” and inserting “\$1,660,274”;

(D) in paragraph (2) by striking “July 27, 2005” and inserting “July 30, 2005”.

(2) CONFORMING AMENDMENT.—Section 3015(d)(2) of the Transportation Equity Act for the 21st Century (49 U.S.C. 5338 note; 112 Stat. 857; 118 Stat. 1157; 119 Stat. 332; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking “July 27, 2005” and inserting “July 30, 2005”.

(j) ADMINISTRATION AUTHORIZATIONS.—Section 5338(f)(2) of title 49, United States Code, is amended—

(1) in the heading by striking “JULY 27, 2005” and inserting “JULY 30, 2005”;

(2) in subparagraph (A)(vii)—

(A) by striking “\$53,709,604” and inserting “\$54,350,686”;

(B) by striking “July 27, 2005” and inserting “July 30, 2005”;

(3) in subparagraph (B)(vii) by striking “July 27, 2005” and inserting “July 30, 2005”.

(k) JOB ACCESS AND REVERSE COMMUTE PROGRAM.—Section 3037(l) of the Transportation Equity Act for the 21st Century (49 U.S.C. 5309 note; 112 Stat. 391; 118 Stat. 1157;

119 Stat. 333; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended—

(1) in paragraph (1)(A)(vii)—

(A) by striking “\$82,739,750” and inserting “\$83,767,125”;

(B) by striking “July 27, 2005” and inserting “July 30, 2005”;

(2) in paragraph (1)(B)(vii) by striking “July 27, 2005” and inserting “July 30, 2005”;

(3) in paragraph (2) by striking “July 27, 2005, not more than \$8,219,180” and inserting “July 30, 2005, not more than \$8,301,370”.

(l) RURAL TRANSPORTATION ACCESSIBILITY INCENTIVE PROGRAM.—Section 3038(g) of the Transportation Equity Act for the 21st Century (49 U.S.C. 5310 note; 112 Stat. 393; 118 Stat. 1158; 119 Stat. 333; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended—

(1) by striking paragraph (1)(G) and inserting the following:

“(G) \$5,769,452 for the period of October 1, 2004, through July 30, 2005.”;

(2) in paragraph (2)—

(A) by striking “\$1,428,082” and inserting “\$1,428,124”;

(B) by striking “July 27, 2005” and inserting “July 30, 2005”.

(m) URBANIZED AREA FORMULA GRANTS.—Section 5307(b)(2) of title 49, United States Code, is amended—

(1) in the heading by striking “JULY 27, 2005” and inserting “JULY 30, 2005”;

(2) in subparagraph (A) by striking “July 27, 2005” and inserting “July 30, 2005”.

(n) OBLIGATION CEILING.—Section 3040(7) of the Transportation Equity Act for the 21st Century (112 Stat. 394; 118 Stat. 1158; 119 Stat. 333; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended—

(1) by striking “\$6,335,343,944” and inserting “\$6,398,695,996”;

(2) by striking “July 27, 2005” and inserting “July 30, 2005”.

(o) FUEL CELL BUS AND BUS FACILITIES PROGRAM.—Section 3015(b) of the Transportation Equity Act for the 21st Century (112 Stat. 361; 118 Stat. 1158; 119 Stat. 333; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended—

(1) by striking “July 27, 2005” and inserting “July 30, 2005”;

(2) by striking “\$3,986,000” and inserting “\$4,026,164”.

(p) ADVANCED TECHNOLOGY PILOT PROJECT.—Section 3015(c)(2) of the Transportation Equity Act for the 21st Century (49 U.S.C. 322 note; 112 Stat. 361; 118 Stat. 1158; 119 Stat. 334; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended—

(1) by striking “July 27, 2005” and inserting “July 30, 2005”;

(2) by striking “\$4,100,000” and inserting “\$4,150,685”.

(q) PROJECTS FOR NEW FIXED GUIDEWAY SYSTEMS AND EXTENSIONS TO EXISTING SYSTEMS.—Subsections (a), (b), and (c)(1) of section 3030 of the Transportation Equity Act for the 21st Century (112 Stat. 373; 118 Stat. 1158; 119 Stat. 334; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) are amended by striking “July 27, 2005” and inserting “July 30, 2005”.

(r) NEW JERSEY URBAN CORE PROJECT.—Subparagraphs (A), (B), and (C) of section 3031(a)(3) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2122; 118 Stat. 1158; 119 Stat. 334; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) are amended by striking “July 27, 2005” and inserting “July 30, 2005”.

(s) LOCAL SHARE.—Section 3011(a) of the Transportation Equity Act for the 21st Century (49 U.S.C. 5307 note; 118 Stat. 1158; 119 Stat. 334; 119 Stat. 346; 119 Stat. 379; 119 Stat. 394) is amended by striking “July 27, 2005” and inserting “July 30, 2005”.

SEC. 8. SPORT FISHING AND BOATING SAFETY.

(a) FUNDING FOR NATIONAL OUTREACH AND COMMUNICATIONS PROGRAM.—Section 4(c)(7)

of the Dingell-Johnson Sport Fish Restoration Act (16 U.S.C. 777c(c)) is amended to read as follows:

“(7) \$8,301,370 for the period of October 1, 2004, through July 30, 2005;”.

(b) CLEAN VESSEL ACT FUNDING.—Section 4(b)(4) of such Act (16 U.S.C. 777c(b)(4)) is amended to read as follows:

“(4) FIRST 303 DAYS OF FISCAL YEAR 2005.—For the period of October 1, 2004, through July 30, 2005, of the balance of each annual appropriation remaining after making the distribution under subsection (a), an amount equal to \$68,071,233, reduced by 82 percent of the amount appropriated for that fiscal year from the Boat Safety Account of the Aquatic Resources Trust Fund established by section 9504 of the Internal Revenue Code of 1986 to carry out the purposes of section 13106(a) of title 46, United States Code, shall be used as follows:

“(A) \$8,301,370 shall be available to the Secretary of the Interior for 3 fiscal years for obligation for qualified projects under section 5604(c) of the Clean Vessel Act of 1992 (33 U.S.C. 1322 note).

“(B) \$6,641,096 shall be available to the Secretary of the Interior for 3 fiscal years for obligation for qualified projects under section 7404(d) of the Sportfishing and Boating Safety Act of 1998 (16 U.S.C. 777g-1(d)).

“(C) The balance remaining after the application of subparagraphs (A) and (B) shall be transferred to the Secretary of Transportation and shall be expended for State recreational boating safety programs under section 13106 of title 46, United States Code.”.

(c) BOAT SAFETY FUNDS.—Section 13106(c) of title 46, United States Code, is amended—

(1) by striking “\$4,100,000” and inserting “\$4,150,685”; and

(2) by striking “\$1,643,836” and inserting “\$1,660,274”.

SEC. 9. EXTENSION OF AUTHORIZATION FOR USE OF TRUST FUNDS FOR OBLIGATIONS UNDER TEA-21.

(a) HIGHWAY TRUST FUND.—

(1) IN GENERAL.—Paragraph (1) of section 9503(c) of the Internal Revenue Code of 1986 is amended—

(A) in the matter before subparagraph (A), by striking “July 28, 2005” and inserting “July 31, 2005”;

(B) by striking “or” at the end of subparagraph (N),

(C) by striking the period at the end of subparagraph (O) and inserting “, or”,

(D) by inserting after subparagraph (O) the following new subparagraph:

“(P) authorized to be paid out of the Highway Trust Fund under the Surface Transportation Extension Act of 2005, Part V.”; and

(E) in the matter after subparagraph (P), as added by this paragraph, by striking “Surface Transportation Extension Act of 2005, Part IV” and inserting “Surface Transportation Extension Act of 2005, Part V”.

(2) MASS TRANSIT ACCOUNT.—Paragraph (3) of section 9503(e) of such Code is amended—

(A) in the matter before subparagraph (A), by striking “July 28, 2005” and inserting “July 31, 2005”;

(B) in subparagraph (L), by striking “or” at the end of such subparagraph,

(C) in subparagraph (M), by inserting “or” at the end of such subparagraph,

(D) by inserting after subparagraph (M) the following new subparagraph:

“(N) the Surface Transportation Extension Act of 2005, Part V.”; and

(E) in the matter after subparagraph (N), as added by this paragraph, by striking “Surface Transportation Extension Act of 2005, Part IV” and inserting “Surface Transportation Extension Act of 2005, Part V”.

(3) EXCEPTION TO LIMITATION ON TRANSFERS.—Subparagraph (B) of section 9503(b)(6)

of such Code is amended by striking “July 28, 2005” and inserting “July 31, 2005”.

(b) AQUATIC RESOURCES TRUST FUND.—

(1) SPORT FISH RESTORATION ACCOUNT.—Paragraph (2) of section 9504(b) of the Internal Revenue Code of 1986 is amended by striking “Surface Transportation Extension Act of 2005, Part IV” each place it appears and inserting “Surface Transportation Extension Act of 2005, Part V”.

(2) BOAT SAFETY ACCOUNT.—Subsection (c) of section 9504 of such Code is amended—

(A) by striking “July 28, 2005” and inserting “July 31, 2005”; and

(B) by striking “Surface Transportation Extension Act of 2005, Part IV” and inserting “Surface Transportation Extension Act of 2005, Part V”.

(3) EXCEPTION TO LIMITATION ON TRANSFERS.—Paragraph (2) of section 9504(d) of such Code is amended by striking “July 28, 2005” and inserting “July 31, 2005”.

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on the date of the enactment of this Act.

(d) TEMPORARY RULE REGARDING ADJUSTMENTS.—During the period beginning on the date of the enactment of the Surface Transportation Extension Act of 2003 and ending on July 30, 2005, for purposes of making any estimate under section 9503(d) of the Internal Revenue Code of 1986 of receipts of the Highway Trust Fund, the Secretary of the Treasury shall treat—

(1) each expiring provision of paragraphs (1) through (4) of section 9503(b) of such Code which is related to appropriations or transfers to such Fund to have been extended through the end of the 24-month period referred to in section 9503(d)(1)(B) of such Code, and

(2) with respect to each tax imposed under the sections referred to in section 9503(b)(1) of such Code, the rate of such tax during the 24-month period referred to in section 9503(d)(1)(B) of such Code to be the same as the rate of such tax as in effect on the date of the enactment of the Surface Transportation Extension Act of 2003.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, proceedings will resume on questions previously postponed.

Votes will be taken in the following order:

Ordering the previous question on H. Res. 385, by the yeas and nays;

Adoption of H. Res. 385, if ordered;

Adoption of H. Res. 386, by the yeas and nays.

The first electronic vote will be conducted as a 15-minute vote. Remaining electronic votes will be conducted as 5-minute votes.

PROVIDING FOR CONSIDERATION OF H.R. 5, HELP EFFICIENT, ACCESSIBLE, LOW-COST, TIMELY HEALTHCARE (HEALTH) ACT OF 2005

The SPEAKER pro tempore. The pending business is the question on ordering the previous question on H. Res. 385 on which the yeas and nays were ordered.

The Clerk read the title of the resolution.

The SPEAKER pro tempore. The question is on ordering the previous question on the resolution.

Pursuant to clause 9 of rule XX, the Chair will reduce to 5 minutes the minimum time for electronic voting, if ordered, on the question of adopting the resolution and on adopting H. Res. 386.

The vote was taken by electronic device, and there were—yeas 226, nays 200, answered “present” 1, not voting 6, as follows:

[Roll No. 440]

YEAS—226

Aderholt	Gibbons	Norwood
Akin	Gilchrest	Nunes
Alexander	Gillmor	Nussle
Bachus	Gingrey	Osborne
Baker	Gohmert	Otter
Barrett (SC)	Goode	Oxley
Bartlett (MD)	Goodlatte	Paul
Barton (TX)	Granger	Pearce
Bass	Graves	Pence
Beauprez	Green (WI)	Peterson (PA)
Biggart	Gutknecht	Petri
Bilirakis	Hall	Pickering
Bishop (UT)	Harris	Pitts
Blackburn	Hart	Platts
Blunt	Hastings (WA)	Poe
Boehlert	Hayes	Pombo
Boehner	Hayworth	Porter
Bonilla	Hefley	Price (GA)
Bonner	Hensarling	Pryce (OH)
Bono	Herger	Putnam
Boozman	Hobson	Radanovich
Boustany	Hoekstra	Ramstad
Bradley (NH)	Hostettler	Regula
Brady (TX)	Hulshof	Rehberg
Brown (SC)	Hunter	Reichert
Brown-Waite,	Hyde	Renzi
Ginny	Inglis (SC)	Reynolds
Burgess	Issa	Rogers (AL)
Burton (IN)	Istook	Rogers (KY)
Buyer	Jenkins	Rogers (MI)
Calvert	Jindal	Rohrabacher
Camp	Johnson (CT)	Ros-Lehtinen
Cannon	Johnson (IL)	Royce
Cantor	Johnson, Sam	Ryan (WI)
Capito	Jones (NC)	Ryun (KS)
Carter	Keller	Saxton
Castle	Kelly	Schwarz (MI)
Chabot	Kennedy (MN)	Sessions
Chocola	King (IA)	Shadegg
Coble	King (NY)	Shaw
Cole (OK)	Kingston	Shays
Conaway	Kirk	Sherwood
Cox	Kline	Shimkus
Crenshaw	Knollenberg	Shuster
Cubin	Kolbe	Simmons
Culberson	Kuhl (NY)	Simpson
Cunningham	LaHood	Smith (NJ)
Davis (KY)	Latham	Smith (TX)
Davis, Tom	LaTourette	Sodrel
Deal (GA)	Lewis (CA)	Souder
DeLay	Lewis (KY)	Stearns
Dent	Linder	Sullivan
Diaz-Balart, L.	LoBiondo	Sweeney
Diaz-Balart, M.	Lucas	Tancred
Doolittle	Lungren, Daniel	Taylor (NC)
Drake	E.	Terry
Dreier	Mack	Thomas
Duncan	Manzullo	Thornberry
Ehlers	Marchant	Tiahrt
Emerson	McCauley (TX)	Tiberi
English (PA)	McCotter	Turner
Everett	McCrery	Upton
Feeney	McHenry	Walden (OR)
Ferguson	McHugh	Walsh
Fitzpatrick (PA)	McKeon	Wamp
Flake	McMorris	Weldon (FL)
Foley	Mica	Weldon (PA)
Forbes	Miller (FL)	Weller
Fortenberry	Miller (MI)	Westmoreland
Fossella	Miller, Gary	Whitfield
Fox	Moran (KS)	Wicker
Franks (AZ)	Musgrave	Wilson (NM)
Frelinghuysen	Myrick	Wilson (SC)
Gallely	Neugebauer	Wolf
Garrett (NJ)	Ney	Young (AK)
Gerlach	Northup	Young (FL)